

City of Fond du Lac
Bike & Pedestrian Plan
August 30, 2013 DRAFT

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City of Fond du Lac Bike & Pedestrian Plan

I. Program Summary

Fond du Lac is a picturesque community of 43,000, situated on the south shore of Lake Winnebago in southeastern Wisconsin. Fond du Lac is blessed to have connections to four extensive rural bike trails (Peebles, Prairie, Wild Goose, and Mascoutin), with a fifth one—the Old Plank Trail—scheduled to be extended to the Prairie Trail under a 2017 Hwy 23 project. Fond du Lac also has a sprawling, well-cultivated network of City parks, including the breathtaking 390 acre Lakeside Park, which also boasts a comprehensive series of multi-purpose trails.

Like all communities, Fond du Lac struggles to fund stand-alone bike and pedestrian improvements. This document is intended to identify gaps in the grid of bike and pedestrian accommodations, establish a program to address those gaps, and communicate that vision to the State of Wisconsin and other partners to undertake joint projects to meet common goals using minimal funds.

This plan resolves to use the following tools to achieve its goals:

- *Baby Steps:* Many of the bike and pedestrian improvements that are needed can be done in small bites. A small amount of the City's budget should be designated toward these goals.
- *Larger Projects:* A plan like this often allows the City to advocate for bike and pedestrian accommodations to be included in State or County projects.
- *Partnerships:* Local bike enthusiasts, DOT specialists, school officials, County engineers, and environmental advocates can all work together to join resources and vision to meet common goals.
- *Solid Policies:* City officials should enact policies consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines that make financial sense while also constructing or protecting bike and pedestrian facilities, making them safer and easier to follow.

It should be noted that Fond du Lac County also has many plans for bike and pedestrian facilities that should be coordinated with this plan to complement the City's efforts whenever possible. In addition, the East Central Wisconsin Regional Planning Commission (ECRPC) anticipates developing a long-range bike plan for the entire Fond du Lac urbanized area as part of their Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area. The City's Plan is smaller and simpler in scope, and is only intended to document specific concerns and opportunities within the City. The County and ECRPC have been involved in the development of this Plan, and should continue to be as projects develop to ensure that our efforts complement each other.

II. Benefits of Having a Bike/Pedestrian-Friendly Community: Despite the predominance of automobiles as the most common form of travel in Fond du Lac, human-powered travel by foot, bicycle or wheelchair remains an indispensable part of our daily lives. Several important economic, environmental and social benefits result from increased bicycle and pedestrian activity.

- *Economic Benefits:* Bicycling and walking are an inexpensive means of transportation. Walking is essentially free, and bikes are available to most residents (as opposed to the \$7,800/year it takes to operate a vehicle).¹ Policies and improvements that make biking and walking more attractive can cut down the number of car trips a family takes and, in some cases, eliminate the need for a

second car. Many of our most expensive street projects are necessitated by traffic volume; decreasing the number of vehicles using our streets could delay or minimize expensive projects. The quality of life that comes with enhanced bicycle and pedestrian activity can produce indirect economic benefits such as improving quality life, encouraging bicycling visitors to patronize local businesses, and boosting property values.

- *Environmental Benefits:* Walking and bicycling are clean modes of transportation. Reports show that motor vehicle emissions account for 31% of total carbon dioxide, 81% of carbon monoxide, and 49% of nitrogen oxides released into the atmosphere in the United States. Studies also indicate that short trips are disproportionately high in generating pollution because pollution control devices do not have time to begin working effectively.² Encouraging people to walk or bike when making short trips will cut down on these harmful auto emissions.
- *Social and Health Benefits:* Having more people outside in Fond du Lac's public spaces gives the community a lively air that can generate more social and commercial activity. Increased walking and biking can also people gain a deeper appreciation for Fond du Lac's built and natural environment. In a state where over 20% of the adults are obese, the City should be doing everything it can to encourage people to exercise.³ Increased fitness would also cut down on the growing health care costs that are plaguing so many areas.
- *Safety Benefits:* There will always be people who want or need to bike and walk in a community. They will benefit from having a well-planned, well-communicated grid of facilities available to them. Furthermore, increasing the number of bikers and walkers in a community makes motorists more aware of them, and reduces accident rates. A Wisconsin Bike Federation report noted that "a motorist is less likely to collide with a person walking and bicycling if more people walk or bicycle. . . Improving the streets and street networks to better accommodate bicycles may lead to a self-reinforcing cycle that can help enhance overall safety for all road users."⁴

III. Bike & Pedestrian Facilities, Recent Accomplishments

- **Safe Routes to School** (Wisconsin DOT and Federally funded program): In addition to education and encouragement programs that the school system is offering, the City of Fond du Lac is improving several school crosswalk areas in 2013 with pavement markings and electronic signage.
- **Pioneer Road:** This is a critical link that someday may provide bike and pedestrian access all the way from Scott St. to Hwy 45. The first phase of this route was accomplished in 2011, when a multi-purpose trail was constructed on the south side of Pioneer Rd. from the Fond du Lac River to Main St. In 2013, this trail will extend west to Hickory St. and connect with the Wild Goose Trail and the City's signed bike routes.
- **Wild Goose Trail:** In 2012, Fond du Lac County extended the Wild Goose Trail from Hwy 41's bike bridge (constructed in 2009) to Pioneer Rd. Here, it will connect with the Pioneer Trail heading east, and in a few years, continuing west to Military Rd. The Department of Transportation (DOT) recently made this parking lot a Park & Ride, an ideal place to park and access the trail.

¹ www.bicyclinginfo.org/why/benefits_economic.cfm

² *ibid*

³ www.legis.state.wi.us/LRB/pubs//wb/05wb7.pdf

⁴ <http://wisconsinbikefed.org/2013/08/26/fatal-crash-in-seymour-raises-questions-about-safety-on-rural-roads>

- Bell St. Bridge: This bridge was resurfaced in 2012 and is part of a former railroad bed converted to a City trail.
- Division St. Crossing: The bike trail crossing at Division & Macy was shifted to the intersection itself in 2012, making it easier for motorists to see oncoming trail traffic.
- Noon Rotary Funding: This service organization funded several phases of this plan, including extending the Prairie Trail to Martin Ave (and parking lot), extending an on-street bike lane on Hickory St. from Pioneer to Dixie to the Brooke St. Trail (striping only needed), and improving the connection from the Peebles Trail to Lakeside Park.
- Downtown Bike Racks: A 2013 Leadership Fond du Lac team installed the first 20 bike racks from a 41-rack plan the City put together in 2009. These small racks, customized with a lighthouse and bike silhouette, were placed in front of 20 businesses in the downtown in 2013, as well as in a “pocket park” on a vacant lot where a business burned down in 2012.
- 4th St.: In 2013, Fond du Lac County paved the shoulders of 4th St. from National Ave. toward Southview Rd. Although wider shoulders would be helpful and there are still no paved shoulders from this point to Hwy 151, the work that’s been done is a significant improvement.
- East Pioneer Rd.: In 2013, Fond du Lac County resurfaced the 1.7 mile stretch of Pioneer Rd. from the railroad tracks east of Main St. to Hwy 45. Bike lanes were painted on both sides, and some of the Noon Rotary Club’s funds were used to widen the Park Ave. intersection to allow the bike lanes to continue through there.

IV. Proposed Bicycle/Multi-Use Trail Improvements

Adequate bicycle access can be provided in a number of ways. Some accommodations that allow a bicyclist to feel safe include a shared lane on low-speed/low volume streets, a wide outside lane, a paved shoulder, a designated bike lane, a separate multi-use path, and traffic calming devices. Some of these ideas may be good options for the following weaknesses in Fond du Lac’s bicycle grid. Refer to the attached maps for the locations of these improvements.

a. **“The Loop”:** (***Exhibit 1***) Thanks to the guidance and fundraising of local bike advocates and organizations, one of the first initiatives that this Plan is intended to accomplish involves the development of a 15-mile loop that circles Fond du Lac. It is intended to provide a safe, convenient, scenic and clear route into and around the community. The Loop will be composed of a combination of existing bike trails and on-road facilities, as well as temporary measures and future trail improvements. This initiative includes infrastructure improvements, improved communication (signs, maps, pavement markings, etc.), and marketing this concept to the community.

The key legs of The Loop—including some alternative routes and needed projects—include the following:

i) **Prairie Trail**

- a) **Summary:** The Prairie Trail forms the east backbone of The Loop, and runs for six miles parallel to Hwy 151 from Martin Ave. to the Peebles Trail.

- b) Projects Needed: Create a future connection to the Camelot Trail using the existing Martin Ave. railroad overpass. Consider a cloverleaf connection from the Prairie Trail driveway to the Martin Ave. Bridge sidewalks to shorten the connection south.
- c) Alternate Routes: None.
- ii) **Camelot Trail**:
 - a) Summary: This 1.8 mile segment of The Loop extends from Martin Ave. to Main St. using a proposed bike trail alongside a future street from Camelot Dr. to Martin. Another path will be constructed along the east side of Camelot to the Ledgeview Trail, which returns to Camelot before intersecting with Mihill Ave. Sharrows will be used to direct bicycles north on Mihill to Pioneer Rd. (“Sharrows” are shared lane pavement markings, reminding motorists to watch for bicycles and communicating to bicyclists that this is a route intended for them.) The existing Pioneer Rd. Trail begins only 200’ west of this intersection.
 - b) Projects Needed: Determine the best location of a future City street between Martin and Camelot, and obtain the necessary right of way. Grade for and construct a bike trail that is consistent with the future street, requiring extensive surveying and design work. (Note that this right of way is not yet dedicated, and that a significant portion of this future roadway is currently not within City limits.) Construct a bike trail along the east and north sides of Camelot Dr. Improve the width and surface of the existing Ledgeview recreational trail. If the Ledgeview Trail is not appropriate for widening or paving, a future multi-use trail can be extended farther west and north along Camelot Dr. to Mihill Ave. Place sharrows on Mihill to connect Camelot to Pioneer. Extend the Pioneer Rd. Trail between Main St. and Mihill (either along Pioneer or at a point south), or even further east to the railroad tracks. Bike lanes were recently added east of the railroad tracks.
 - c) Alternate Routes: Until funds are available to construct the Camelot Trail, on-street markings can be used on Park Ave. and Pioneer Rd. to reach the Main & Pioneer intersection. Pioneer Rd. has been repaved—with bike lanes added—from the railroad tracks just east of Main St. to Hwy 45. On-street markings can be used to direct bicyclists along Camelot from the new street to Mihill until the off-street trails can be constructed. A sub-loop in this area can include a route around the Ledgeview stormwater pond, instead of remaining south of it.
- iii) **Pioneer Rd. Trail**:
 - a) Summary: Although this trail will be extended in the future in both directions, for now the off-street trail runs from Main St. to the Wild Goose Trail just west of Hickory St., a distance of 0.7 miles. Bicyclists can continue on the trail west to the Wild Goose, or can connect to the Brooke St. Trail to the north by following Hickory and Dixie.
 - b) Projects Needed: None.
 - c) Alternate Routes: None.
- iv) **Link to Brooke St. Trail**:
 - a) Summary: This important link will extend from the new roundabout at Hickory & Pioneer to the Brooke St. Trail, a distance of 0.8 miles. Lanes can be striped on both sides of Hickory St. from Pioneer to Dixie. Signage and sharrows can be utilized on Dixie to direct cyclists east to the trail.
 - b) Projects Needed: Stripe lanes, paint sharrows, and install signage.
 - c) Alternate Routes: None.

v) Brooke St. Trail

- a) Summary: This former railroad bed runs through the heart of the city for 2.1 miles, offering a convenient and safe route that avoids crossing Hwy 23.
- b) Projects Needed: Update the safety signage along the route.
- c) Alternate Routes: Pedestrians and cyclists may choose to get to work or visit the downtown by heading east from Brooke St. to the trail along the Fond du Lac River. A key segment of this loop near Oak Pl. is intended to be improved under the City's 2014 Capital Improvement Plan. This will include removing a fenced corner of the former Quick Freeze site to straighten out that segment of the trail.

vi) Lakeside Park Trail:

- a) Summary: Lakeside Park is the crown jewel of the Fond du Lac community, and a project planned for 2017 project would use some existing trails to complete a 2.2 mile bike path along the Fond du Lac River, Lake Winnebago, internal water channels, and Marina. It is hoped that this project can be moved up to as soon as 2014. The need for a trail like this was confirmed by a five-county effort in 2013 to identify the needs and opportunities to be found in Lake Winnebago; one of the major needs mentioned was for recreational trails along the lake.
- b) Projects Needed: Create a safe crossing of Scott St. at Brooke using a speed table, pedestrian beacon, or a pedestrian-activated Rectangular Rapid Flashing Beacon. Use on-street markings or a new trail to direct bicyclists along Water St. north of Scott. Obtain right of way to continue the trail along the Fond du Lac River. Construct a path along Lake Winnebago east from Frazier Point toward the Pavilion, then crossing Promen Dr. to Fountain Island. Existing trails would be used to cross east to Oven Island, south to Baseball Island, and then east again to Park Ave. A multi-use trail on east side of Park Ave. would be constructed to connect with the existing Harbor View Trail. Except for the Harbor View Trail, the existing pathways would have to be widened and improved under this project. On the east end of the Park, crosswalks, curb cuts and signage are needed to direct bicyclists to use paved, striped outside lanes on Winnebago Dr. to reach the Peebles Trail, while pedestrians would be directed to the sidewalk on the south side of the road. A future project could extend an off-street trail on the north side of Winnebago Dr. An even more direct route could extend the Peebles Trail further west along the same abandoned railroad grade, directly into Lakeside Park. This would require raising funds for a bike/pedestrian bridge to cross DeNeveu Creek.
- c) Alternate Routes: Until this major project can be done, relatively small projects can allow existing pathways along Harbor View Dr. to complete The Loop. It would extend from Water St. to Spring St., follow a proposed trail south of the parking lot at the Municipal Service Center (MSC), and then use Doty St. to the north to the existing trails in Lakeside Park. It should be noted that if even these improvements are difficult to fund, on-street accommodations can be signed and painted along Doty, across Scott, to Sibley St. and then west to the Brooke St. Trail. As funds allow, a trail crossing the vacant lot north of the new Children's Museum site could provide a safe alternative to Doty St. In addition, a path can continue along the lakeshore from the Pavilion to the lighthouse. Such a project would benefit from finding a way to widen or add a sidewalk to the existing Promen Bridge. Finally, sharrows painted along Main St. from the park to the downtown may provide a safer way to cross Scott St.

vii) Peebles Trail:

- a) **Summary:** The Peebles Trail extends from St. Peter to Winnebago Dr. The portion of the trail that is included in The Loop runs 2.1 miles from Winnebago to the Prairie Trail, and is constructed of limestone screenings.
- b) **Projects Needed:** None.
- c) **Alternate Routes:** The limestone surface is not very suitable for road bikes, so bicyclists may want to use the Prairie Trail north to Hwy WH, which is Winnebago Dr. The paved and striped shoulders of Hwy WH are great for biking, although the striped lane tapers to nothing at key intersections. Sharrows could be used at these intersections to increase the visibility of bicyclists.

b. Links to State Trails: (Exhibit 2) In addition to The Loop, which utilizes portions of several established multi-use trails, there are other State trails that serve Fond du Lac. A significant goal of this Plan is to improve the internal connections between these trails.

- i) **Wild Goose Trail:** This gravel trail extends southwest from Fond du Lac through Oakfield and past Waupun before ending at Clyman Junction. The portion from Rolling Meadows Dr. to Pioneer Rd. has been paved, and a designated bike bridge now crosses Hwy 41. This trail can be linked to the Mascoutin Trail via future shoulder paving projects on Pioneer Rd. and/or Rolling Meadows Dr. In the meantime, a marked in-town route that uses Hickory St., Western Ave., Seymour St., Arndt St., Peters Ave., Security Dr. and Pearl Ln. to Scott St. offers a good route to the Mascoutin despite the busyness of Scott St. The Wild Goose Trail should be linked to the Prairie Trail via The Loop discussed above.
- ii) **Old Plank Trail:** This trail will be extended to Fond du Lac through a 2017 DOT project on Hwy 23, extending from Hwy 151 to Plymouth. This trail should be extended under Hwy 151 to the Prairie Trail. The roundabouts' walkways at Hwy K will extend 1,000 feet north and 400 south from Hwy 23, providing access to St. Mary's Spring High School and allowing for future extensions as appropriate. The State is widening the rural road from Whispering Springs to Hwy UU to accommodate bike traffic. This project should address safety concerns for bicyclists looking to cross Hwy 23 from one leg of the Prairie Trail to the other. The Hwy 23 project will also construct a Park & Ride at Hwy UU.
- iii) **Mascoutin Trail:** As discussed above, another major trail that spokes out of Fond du Lac is the Mascoutin Trail, heading west from the northwest part of the City. A future improvement on Scott St. should provide bike accommodations, if possible, to connect this trail to the Lakeside Park Trail by adding bike lanes from west of Rolling Meadows all the way to Main St. In the short term, paving the shoulders on the bridge approach of Scott St. from Pioneer Rd. to Rolling Meadows Dr. is a key link in this sector of the City.
- iv) **Eisenbahn Trail:** This active railroad only extends as far south to Eden. From that point, it is converted to a bike trail. When it is no longer needed as a railroad within Fond du Lac, it could be converted to a trail and provide a connection from south of Hwy 151 to the Prairie Trail and on to the Brooke St. Trail.

c. Future Improvements Under State/County/Development Projects (Exhibit 2, Con't)

- i. **Pioneer Rd. (Hickory – Military):** The 2013 Pioneer Rd. project will extend a joint use path along the south side of the road from the Wild Goose Trail to the Fond du Lac River. A

- project is scheduled for 2016 that will extend this trail through Military Road to Rogersville Rd. Future expansions of Pioneer both northwest and east should continue that trail.
- ii. **Military Rd. (Hickory – Western):** A future reconstruction project here would likely use STP (Surface Transportation Program) funds, and would therefore be a great opportunity to have a project coordinated and largely funded by the DOT. Such projects are expected to include multi-modal improvements such as bike and pedestrian accommodations. A complementary project should provide bike accommodations on Military from Pioneer to Hickory, as well.
 - iii. **Hwy T/Fourth St.:** The DOT is proposing an overpass of Hwy 151. A multi-use path will connect to the Prairie Trail and extend westerly to the intersection of Country Lane. Sidewalks are also included from Country Lane to the east limits of the DOT project.
 - iv. **Hwy V/Hwy 45/Hwy 151:** The DOT is proposing improvements on Hwy 151 and the interchanges with Hwy V and Hwy 45. A re-routing of the existing Prairie Trail will be done through the project limits and connections to existing City sidewalk should be included. In particular, connecting sidewalk on Hwy V to Mustang Lane and on the new streets west of Hwy V should be provided. A Park & Ride lot will provide an ideal place for bicyclists to access the trails. Future improvements to Hwy V and/or Hwy 45 heading north into the City should include bike and pedestrian accommodations.
 - v. **Martin Ave:** This is another location where the Hwy 151 connection will be converted to an overpass. Bike and pedestrian access over this overpass should be provided. Additional signage may be needed here, as well.
 - vi. **Hwy V/Rienzi Rd:** This connection to Hwy 151 will be discontinued over the coming decade, but bike and pedestrian accommodations should extend from National Ave. to the Prairie Trail. Perhaps the new termini can serve as a trailhead and parking area. Bicyclists have noted how dangerous it is to cross Hwy 151 at this intersection, as there is no curb cut in the median. Bicyclists have to dismount their bikes and walk it over the raised median. This should be corrected when work is done in the area.
 - vii. **DuCharme Parkway:** This connection to Hwy 151 is planned to be reconstructed in 2015, and extended to the subdivision to the east. This sheltered left-turn configuration should allow for bicycle and pedestrian traffic to cross the highway safely, especially as this may be a key link from neighborhoods east of Hwy 151 to the high school and college campuses. Having a curb cut in the median is important in allowing bike traffic to cross safely.
 - viii. **Hwy 23 crossing of Hwy 41:** Currently, Hwy 23 is not conducive to bike traffic. However, when the bridge structure over USH 41 is reconstructed, bike accommodations should be added in the event that other improvements are made on Hwy 23 or on Rolling Meadows Dr. and Pioneer Rd.
 - ix. **Main St. (Merrill to Hwy 23):** As this project is designed (intended for 2018 construction), if only one southbound travel lane is needed, consider adding bike lanes on this two-block stretch. This would only be effective if it connected to bike accommodations to the north and south—possibly by striping Main St. north of Johnson for bicyclists to reach Lakeside Park and by creating one-way bike lanes following Hwy 45 on Macy and Marr through the downtown.
 - x. **Fond du Lac Ave. (Hwy V to 4th St.):** Most of this stretch of Hwy 45 is being reconstructed by the DOT around 2018, and should have bike lanes and sidewalk added to the project design. A critical improvement in this project will be a safer intersection of Hwy V, Hwy 45, and National Ave. Continuing the bike route to 4th St. will connect to a local bike route.

- xi. **Vacant Land between Hunters Grove Subdivision and Hwy 23:** When developed, bike and pedestrian accommodations should be included to link this area to the Old Plank Trail.
- xii. **Scott St:** Although there are no current plans to widen or reconstruct Scott St. between Main St. and Rolling Meadows Dr., when a future project is designed here, it should include bike and pedestrian accommodations. This is an important link in the northwest part of the City, and a segment of it serves as Hwy 45.
- xiii. **North Fond du Lac:** If the Village of North Fond du Lac undertakes bike or pedestrian improvements near its connections with the City (Rolling Meadows Dr., Pioneer Rd., Peters Ave., Van Dyne Rd., or Hwy 45), the City should coordinate for the extension of those improvements to Scott St.

d. City Bike Routes: (Exhibit 3) There are many unmarked streets within the City of Fond du Lac that are low in traffic volume and speed, making them very suitable for bicyclists to share the roadway with vehicles. Such routes are especially important for people seeking to bike to a particular destination such as work or school, and not just looking for convenient recreational opportunities. To assist bicyclists in this area, the City has laid out a grid of recommended bike routes to serve each part of the City. These routes will be laid out with signs and sharrows. Residents are also encouraged to explore parts of their own neighborhoods or work areas for safe roads to bike. The attached map not only shows these in-town bike routes, but also indicates some roadways that are generally too busy and narrow for bicyclists. Residents are encouraged to find parallel routes to avoid these hazardous routes.

V. Proposed Pedestrian Improvements (Exhibit 4)

When deciding which projects to include in a plan—and in which priority—the City considers *public safety* (focusing on critical areas like schools, commercial centers, and highways), *demand* (do a lot of people walk in an area without a sidewalk?), *connectivity* (eliminating gaps in the sidewalk grid), *access to scenic and cultural values*, and *outside funding sources* (grants, inclusion in planned developments, etc.).

- a. Add sidewalk on Pioneer Rd. near Thiesen Middle School. Currently on Pioneer from Main to Hwy 45, only the short stretches near Thiesen and from Park to Hawthorne have sidewalk. The remaining 1.6 miles of a busy county highway is completely devoid of pedestrian accommodations. Completing a system of bike lanes and adding sidewalk appears to be an ideal candidate for a Safe Routes to School infrastructure project.
- b. Develop safety improvements on Arndt St. near Sadoff Industries, including shifting pedestrian traffic to the south side of the street, providing safe crossings at Packer St. and Lincoln Ave., changing the appearance of the north side to no longer look like a sidewalk, and to design a future replacement bridge with these changes in mind. This may also be an ideal candidate for a Safe Routes to School infrastructure project.
- c. Add sidewalk on the south side of E. Johnson St. from National Ave. to the Prairie Trail (there is currently one block of sidewalk between University and Prairie), and on the north side of Johnson from Kairis Ct. to the Prairie Trail.
- d. Marr & Macy Streets: add crossing signals for pedestrians crossing against traffic (i.e. northbound on Macy). These are one-way streets that lack crossing signals for pedestrians walking on the sidewalk against traffic.

- e. Harbor View Drive: Add sidewalks on at least one side of this street between Doty and Main under a planned future project. This area sees heavy pedestrian use during summer events.
- f. Rolling Meadows Dr. from the Wild Goose Trail to Hwy 23 is a very busy roadway, with gravel shoulders in poor condition. Future improvements to this roadway should include sidewalks with bike lanes or an off-street multi-use trail. Off-street bike accommodations and pedestrian are more appropriate for the urban section roadway from Hwy 23 to Scott St.
- g. Pioneer Rd. to side streets (north of Military): Grove, Forest and Security have sidewalks that terminate before reaching Pioneer; this should be addressed if Pioneer gets sidewalks.
- h. National Ave.: The existing sidewalk on National Ave. stops approximately 250' north of Hwy 45 (Fond du Lac Ave.) This gap should be filled.
- i. Martin Ave: This area is very heavily travelled during the annual County fair and for families using the Fairgrounds Pool, yet there is no sidewalk along the Fairgrounds on the east side of the street. Sidewalk or a multi-use trail should be constructed between 9th St. and 17th St.
- j. Military & Hickory: There is a "desire line" or "cowpath" on a short stretch of lawn between this intersection and where 11th St. has been terminated to the east. This indicates that people are walking on this segment, and sidewalk should be provided for them.
- k. Country Lane north of Hwy 23 has a sidewalk that was allowed to be deferred; this should be completed to Pine Lake Dr. As the rest of the subdivision is developed, sidewalk is to be installed on both sides of the street north to DuCharme Pkwy. Similarly, sidewalk should be extended on DuCharme from Country Ln. west to the Taycheedah Creek.
- l. The east side of Martin Ave. does not have sidewalk from south of Willsher Dr. south to Park Ave. This should be completed as these subdivisions are built up. Similarly, sidewalk is required to be installed on
- m. Although this area is currently outside City limits, efforts should be made to extend sidewalks along Winnebago Drive (approximately 1,300 lf) and Luco Road (approximately 375 lf) to where they intersect. After all, the north stretch of Winnebago is a dense residential area within City limits, and should have sidewalk. The extension along Luco would provide a connection to the sidewalk to the south. Short-term projects could include extending both the sidewalk on Luco 50' north to Peebles Trail, and sidewalk on Winnebago east 100' to the Peebles Trail.
- n. Marian University committed to constructing sidewalk along the east side of Prairie Rd. and the south side of Division St. by its new sports complex under its approved site plan. The Prairie side of this project should begin soon, but the Division work is deferred until the City determines it is necessary.
- o. A project to add a walking trail through Buttermilk Creek Park is anticipated in a future Capital Improvement Plan.
- p. New development on the south side of Arndt St. between Bell and Hickory is scheduled to add sidewalk. If redevelopment occurs at the property on the southwest corner of Hickory & Arndt, this should add sidewalk to complete this grid.
- q. A short segment of Morris St. has a gap in the west side of its sidewalk grid, just north of 12th St. This should be connected when the opportunity arises.
- r. State/County Highway Gaps: The City should work with its County and State partners to ensure that sidewalks are included in joint projects whenever practicable, especially in these locations:
 - 1. Military Rd. (Pioneer – Rogersville Road): This busy roadway will have new sidewalk or a multi-purpose trail installed under a 2016 Pioneer Road project, but small gaps may still need to be filled.

2. Pioneer Rd. (Military – Scott St.): This is a busy commercial corridor with no pedestrian accommodations. When this highway is reconstructed, a multi-use path should be added on at least one side or bike lanes and sidewalk completed.
3. Future improvements to bridges over Hwy 41 and Hwy 151 should include pedestrian access at Scott St., Hwy 23, Military Road, Hickory St., Main St., Martin Rd., Hwy V, Hwy 45, and 4th Street, and connect to adjacent sidewalk grids, where applicable.
4. Hwy V (FdL Ave to Pioneer Rd.): Sidewalk will only be needed on the east side, as the west side is mostly cemetery property that will not be serving a neighborhood. This sidewalk should also be extended south of Pioneer past Hwy 151 in anticipation of a major intersection there in a future DOT project.
5. In addition to the State project already programmed from Hwy V to 6th St., the stretch of Hwy 45 south of here should have sidewalks and bike lanes at least across Hwy 151. The east side mostly fronts a golf course, and would have very little neighborhood use.

VI. Strategic Goals and Ideas

- a. The City should advocate for future State and County highway projects to include bike and pedestrian accommodations whenever practicable.
- b. Where the need is documented and/or new construction is being done, rural-section roads should have paved shoulders to accommodate bicycles.
- c. In order to be consistent with this Plan, new urban section roadways should be wide enough to allow at least a shared use of bicycles with vehicles, and to complete a sidewalk grid where appropriate. Although this Plan does not include detailed plans for future subdivisions or highway projects that may be some distance from current bike/pedestrian facilities, each project or development should be reviewed with the goal of extending and connecting these grids wherever practicable. As a rule of thumb, new classified streets (collector, arterial, highway, etc.) should have sidewalks on at least one side, no residence should be more than two blocks from the nearest sidewalk, and bike accommodations should be provided. Similarly, new bridges should have such accommodations included.
- d. Local Road Improvement Program (LRIP) grant funding now includes a consideration of bike/pedestrian accommodations, and can be used to ensure that facilities are provided where practicable.
- e. Transit Partnership: Fond du Lac Area Transit is a key partner in providing varied transportation options to the citizens of Fond du Lac in an efficient, environmentally-friendly way. It has recently replaced its entire coach fleet, complete with bike racks to allow bicyclists to complete their journey via bus. It also plans to install decorative bike racks at the transit transfer center.
- f. Park Improvements: Several parks have been dedicated to the City, yet remain undeveloped. The plans for Meadowlands Park and Hunters Grove Park include walking trails that can be developed as time and budgets allow. Brookfield Park, Galloway Park, Greenway Arboretum and newly dedicated park land off S. Main St. also present opportunities for walking trails.
- g. Other Waterways: The City owns land alongside waterways even outside of official park land. Opportunities should be sought to extend walking trails along waterways in the City.
- h. Downtown Bikes: The Downtown Fond du Lac Partnership is a valued partner in the heart of the City, and shares the goal of seeing more use of the River Trail. Currently, the configuration of travel lanes and parking lanes in the downtown are too narrow to accommodate bike lanes.

State law and local ordinance do not allow bikes to be ridden on the sidewalk, yet there is a goal of encouraging bicyclists to enjoy the downtown. Some steps that may promote this balance include stenciling reminders on corner sidewalks for bicyclists to walk their bikes, adding bike racks at the entrances to the downtown, or creating on-street bike lanes on Macy St. and Marr St. These two streets are Hwy 45, and form a one-way loop through the downtown. If parking can be limited to one side on these side streets, one-way bike lanes can bring bicyclists to the downtown.

- i. **Future Annexations:** As Town areas annex, sidewalks and bike accommodations are infrastructure improvements that should be considered to be required depending on the nature of the area, traffic volumes, and distance to adjacent accommodations.
- j. **Bike Racks:** As funds allow or as part of larger projects, the City should install bike racks at key locations such as parks, City facilities, and the entrance to the downtown.
- k. **Trail Maintenance:** At this time, the City does not plan to plow multi-use trails consistently over the winter. The City reserves the right to change this policy or require adjacent property owners to do so in the future. An “adopt-a-trail” program is encouraged to provide basic maintenance such as weed removal, litter collection, and sweeping.
- l. **Parking Restrictions:** The City Council may be asked periodically to change parking restrictions to facilitate some of the bike improvements outlined in this Plan.

VII. Signage/Map Improvements

- a. **Brooke & Scott:** Local bicyclists have noted that the corner of Brooke & Scott is not a safe crossing for bicycles at this time. Until improvements are made and The Loop continues north on Water St., the designated bike route will cross Scott at Doty, accessing Brooke via Sibley.
- b. **Trail/Mileage Signs:** As bikers travel through the community, small signs can be placed along in-town routes to direct them to the main trails. Along the main trails, mileage signs can be a popular feature for joggers and cyclists.
- c. **Trail Kiosks:** Large maps of the bike facilities in Fond du Lac could be placed on kiosks at the trail heads for the Wild Goose, Prairie, Old Plank and Peebles trails. The Association of Commerce or other partners may want to participate in this effort for their publicity efforts.
- d. **Map Handouts:** Smaller, less-detailed maps could be provided at key locations for visitors to take with them, highlighting local routes and popular destinations.
- e. **Festival Foods:** There is a paved link from Festival Foods’ parking lot to the Prairie Trail, just northwest of the Hwy 23 interchange with Hwy 151. Signage here may encourage more awareness and use of the trail.
- f. **Sharrows:** There are many neighborhoods where parking is allowed on the street, but the low traffic volumes and number of cars parked allow for safe use by bicyclists without designated accommodations. A “sharrow” (or pavement marking that reminds motorists to watch for bicyclists) may be an appropriate way to designate such routes without having to prohibit parking. Sharrows are especially planned to be used on marked in-town bike routes, as well as along busy roadways where the striped shoulder tapers to the curb at intersections.
- g. **Regulatory/Safety Signage:** Signs along City bike trails should follow the Manual for Uniform Traffic Control Devices (MUTCD). It has been noted that the signage along the Brooke St. Trail and River Trail is inconsistent, and should either be maintained.

- h. Signage needs to be improved along Martin to Willsher to Park to bring cyclists from the Prairie Trail to Pioneer Rd.
- i. **Wayfinding Signs:** The Downtown Fond du Lac Partnership, Convention & Visitors Bureau, and City of Fond du Lac are working together to create wayfinding signage to direct motorists to key parts of the City. A complementary system could be created for bike facilities, especially between trails.
- j. **Destination Signs:** Many of Fond du Lac's finest features are near established bike routes. Signs could be created to direct visitors to local attractions, arboretums, parks, schools, the Fairgrounds, etc. These are likely best paid for by outside funds or sponsors.
- k. **Side Trails:** Several side trails provide alternative routes for cyclists using The Loop, and these should be signed adequately.
- l. **City Bike Routes:** As covered above, a grid of local streets has been signed as bike routes. The route and signage should be reviewed and modified as necessary, and sharrows should be painted on these routes.
- m. **Blind Curves:** Centerline pavement stripes at the blind curves on multi-use trails are encouraged to keep bicyclists on their side of the trail in these dangerous locations. Signs are an alternative here to avoid slippery paint markings.
- n. **Motorist Education:** Signage and pavement markings can be used to inform and educate both bicyclists and motorists alike about potential hazards.

VIII. Associated Plans

- Safe Routes to School (SRTS) is a federal program that provides grant funding for plans, programs and infrastructure improvements within a 2-mile radius of elementary and junior high schools within a community. The program emphasizes the Five E's (education, engineering, enforcement, encouragement and evaluation) to promote increased activity in these students by encouraging them to bike or walk to school. A SRTS initiative traditionally involves a partnership between school districts, law enforcement, engineering/public works staff, County health officers, and citizen/parent groups. Fond du Lac has a plan in place, identifying many of the needs and opportunities near its schools. Recent initiatives include establishing education and encouragement programs in the schools, and upgrading key crosswalks and electronic speed signs near schools. Some additional recent efforts include a comprehensive review of crossing guard locations and effectiveness, and consistent action between the school and City in enacting and enforcing parking ordinances near schools to improve traffic safety and efficiency.
- Fond du Lac County has done an outstanding job of developing a system of trails and routes for bicyclists and other outdoor enthusiasts to enjoy. One map—entitled "Physical Activities in Fond du Lac County—is especially helpful to bicyclists who want to enjoy a longer ride. This Plan is also referenced in the recently updated County Recreation Plan.
- Other City plans that share this Plan's goals and philosophy include a 2010 Recreation Plan, 2010 Downtown Development Plan, and latest Comprehensive Plan.
- Summary of Complete Streets Requirements: In 2009, the State of Wisconsin passed Administrative Code Trans 75, in accordance with Federal policy, that requires bicycle accommodations and pedestrian facilities to be included on all new construction and reconstruction highway projects funded in whole or in part with state or federal funds unless an exception applies. The bicycle accommodations could be in the form of bicycle lanes, paved

shoulders, wider outside travel lanes, and in some cases, multi-use paths. Sidewalks have some basic guidelines and there is a priority schedule if there are conflicts between sidewalks and bicycle accommodations. There are five exceptions allowed to the Complete Streets provision and all require specific details as to the reason for the exception. While having this Bicycle & Pedestrian Plan does not specifically give right to exceptions nor a guarantee to obtain funding, it is our goal to use this Plan in evaluation of state and federally funded projects to install accommodations where appropriate and practical.

- The State of Wisconsin recently added the Fond du Lac area to a list of only four municipalities where city maps will complement the 2010 Rural Bike Map. All of these maps can be found at www.dot.wisconsin.gov/travel/bike-foot.urban.htm.

IX. Grant Opportunities: The City may want to pursue the following grants in its attempts to plan for and complete future improvements to its walking and biking infrastructure. This list is not exhaustive and new opportunities should be researched periodically.

- *Surface Transportation Program (Wisconsin DOT):* These programs have a 20% local match, and focus on reconstructing arterial or collector streets. Bike lanes and sidewalks are usually included as part of these larger projects.
- *Local Roads Improvement Program (Wisconsin DOT):* The City typically receives these funds for a local street reconstruction project every two years. The law requires that most reconstruction projects receiving these funds must include bicycle accommodations, as of January 1, 2011.
- *Safe Routes to School (Wisconsin DOT):* The Fond du Lac Area School District and the City have already teamed up to develop a plan and obtain some infrastructure grant funds, but these 100% grants may be used for even larger infrastructure projects in the future. (This is now part of the Transportation Alternatives Program.)
- *Recreational Trail Grants (Wisconsin DNR):* projects are more competitive if the trail has more than one use (biking, walking, skiing, snowmobiles, ATVs, etc.).
- *Transportation Enhancement Grants (Wisconsin DOT):* Combination bike/pedestrian projects are eligible. Funding may also be used for planning, scenic easements, transportation museums, or landscaping. This may be a good source for trail development funding. Any application is also reviewed for *Bicycle and Pedestrian Facilities Program* funding. (These are now part of the Transportation Alternatives Program.)
- *Highway Safety Improvement Program (Wisconsin DOT):* This funding encourages low-cost treatments, and requires accident data to support applications. Work that may qualify for this funding includes improving intersection safety, extending sight distance, creating turn lanes, providing signage, and funding pedestrian signals.
- *Community Development Block Grant (City of Fond du Lac):* The City of Fond du Lac is eligible to receive funds through this program's annual entitlement and through a revolving public facilities fund related to economic development. Handicap ramps and sidewalk improvements should be intended to benefit neighborhoods serving low- to moderate-income families.
- *Stewardship Grant (Wisconsin DNR):* This program offers up to 50% funding for land and water conservation initiatives, recreational trails, and associated projects. A number of the projects outlined in this Plan may be strong candidates for Stewardship grants.

X. Related Resources

Design-related resources

- Facilities Development Manual chapter 11-46 (<http://roadwaystandards.dot.wi.gov/standards/fdm/11-46.pdf>)
- Wisconsin Bicycle Facility Design Handbook (<http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>)
- Trans 75 (https://docs.legis.wisconsin.gov/code/admin_code/trans/75)
- Wisconsin guide to pedestrian best practices (<http://www.dot.wisconsin.gov/projects/state/ped-guide.htm>)
- WisDOT county bicycle maps (<http://www.dot.wisconsin.gov/travel/bike-foot/countymaps.htm>)
- 2010 ADA Standards for accessible design (http://www.ada.gov/2010ADASTandards_index.htm)
- AASHTO Guide for the development of bicycle facilities, 2012 edition (https://bookstore.transportation.org/item_details.aspx?id=1943)

Organizations

- National Complete Streets Coalition (www.completestreets.org)
- Pedestrian and Bicycle Information Center (<http://www.walkinginfo.org/>)
- Pedestrian and Bicycle Information Center (<http://www.bicyclinginfo.org/>)
- Association of Pedestrian and Bicycle Professionals (APBP) (<http://www.apbp.org>)
- Free Webinars from APBP (http://www.apbp.org/?page=Free_Webinars)
- Bicycle Federation of Wisconsin (<http://www.bfw.org>)
- Federal Highway Administration (FHWA) (www.fhwa.dot.gov/environment/bikeped/design.htm)

People

- WisDOT Bicycle-Pedestrian coordinators (<http://www.dot.wisconsin.gov/projects/state/docs/bike-ped-coordinators-map.pdf>)

Reports & Publications

- “Where we live matters for our health” (<http://www.commissiononhealth.org/PDF/888f4a18-eb90-45be-a2f8-159e84a55a4c/Issue%20Brief%203%20Sept%2008%20-%20Neighborhoods%20and%20Health.pdf>)
- Proven Countermeasures for Pedestrian Safety (<http://www.fhwa.dot.gov/publications/publicroads/12marapr/04.cfm>)
- Rightsizing streets guide <http://www.pps.org/reference/rightsizing/>
- “A New direction: Our changing relationship with driving and the Implications for America’s Future.” (<http://uspig.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf>)
- “The new majority: Pedaling Towards Equity” (http://www.bikeleague.org/news/equity_report.pdf)
- <http://www.bikesbelong.org/resources/stats-and-research/statistics/health-statistics/>

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• Fond du Lac YMCA—Greg Giles, Executive Dir.	920-922-7658	ggiles@fdlymca.org
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